



Housing Committee Named

SAFETY CARS STOP INJURIES EXACT FIGURES

BIRNEY MODEL RUNNING ON FOUR LINES

Safety cars are reducing the number of injuries in street car accidents. That is the substance of a report on safety car operation which executives of the Los Angeles Railway have been eagerly anticipating. With the new type of cars placed in service on the Griffith and Griffin line last week, putting them on Spring street through the heart of the downtown district and heavy traffic, they are meeting the situation admirably. They are delivering more frequent service, which is the main thing the public is interested in.

On Three Lines

The analysis of safety car service for August covers operations on the Angeleno and Crown Hill line, the East Jefferson and 38th Street line and the Vermont Heights shuttle. Each safety car had an average of two and a half accidents during the month. The other cars had an average of a little more than one and a half accidents per car, 1.67 to be exact. Safety cars were involved in 39 accidents of various kinds in August but it must be remembered that the figure, small as it is, includes such things as an auto running into the back end of the car or scraping the fender in cutting too sharp a curve.

Injuries Are Few

But the big feature of the safety car report is that in only five per cent. of the accidents were there any injuries as opposed to 27 per cent. with the other cars. Getting down to more details, the report shows that in only two accidents were there any injuries. One injury caused by a passenger falling in the car as it went around a curve and the other was a rear-end collision with a P. E. car on Hill street.

The step accidents on all cars during August ranged from 38 to 42 a week but there has not been a step accident on a safety car. The folding step and closing door and the fact that the car can not start until the door is closed nor can the door open until the car has stopped have proved the big factors in increased safety.

(Continued on Page 2, Cols. 1-2)

War is ----- Awful! Newlywed Trainman Called To Camp

THE many boys of the Los Angeles Railway who were in service during the war can tell many stories of why they believe Gen. Sherman was conservative in his brief but famous comment on war.

Another example of the horrors of playing war in peace time came to Motorman George J. Delley of Division 2, who is a member of Company E in the local National Guard organization. A letter has been received from him so we will let him tell the sad story:

Editor, Two Bells.

Just a few lines as I promised the boys of Division 2. I sure had one slipped over on me. I was married Friday, September 10, and was called away Saturday with my regiment. I

hope none of the newlyweds of the L. A. Railway ever meets with such a misfortune as I did. We are in camp for fifteen days here in Santa Cruz, California. I hope every one of the trainmen are well and enjoying life as I am, only in a different way.

I remain,

MOTORMAN GEO. J. DELLEY,
541, Div. 2.

Co. E., U. S. N. G., National Guard Camp, Santa Cruz, California.

MONTHLY DANCE NEXT SATURDAY

Next Saturday evening we have another of those dances. The kind that made dancing famous.

Charlie Means is planning for a big time at Recreation Hall. An entertainment number will be given first, then the floor will be cleared, the orchestra will tune up and away we go. The dance is free to all employees of all departments of the Los Angeles Railway and their friends. Be on hand if possible.

Vacation Pictures To Be Reproduced

The three best photographs entered in the vacation picture exhibit, which will be held in the Los Angeles Railway library, room 767 Pacific Electric Building, November 1 to 16, will be reproduced in Two Bells. A considerable interest has been aroused in this exhibit. All employees of the Los Angeles Railway are urged to enter vacation pictures. The exhibit is confined to amateurs and prints must be given the librarian before September 27.

Last call, get busy!

DATES FIXED FOR SAFETY MEETING

Regular meeting dates for the division safety committees have been set and the employees' campaign to reduce accidents is well under way. Meetings will be held every two weeks on the following permanent schedule:

Division 1, Wednesday, 10 A. M.; Division 2, Thursday, 10 A. M.; Division 3, Tuesday, 10 A. M.; Division 4, Wednesday, 1:30 P. M.; Division 5, Thursday, 1 P. M.

Meetings will be held this week on this schedule and several important matters are to be discussed at each division.

Claypool Starts Married Life Well

O. N. Claypool, telephone man of the line department, was passing around the cigars last week to prove that he is still good natured, although he got married the early part of last week.

"He's going to make a fine husband, thoughtful and all that," commented one of the stenographers. "He even thought of bringing candy to the ladies in the office after buying smokes for the men."

ON COST WILL BE COMPLETE THIS WEEK

"I want to get the ideas of you boys," said G. J. Kuhrts, general manager of the Los Angeles Railway, in opening the employees' conference on home building held last Tuesday. This was the keynote of the meeting and the ideas which were presented will in part govern the policy to be followed in the task of providing good homes for employes at a minimum expense and relieve them from the clutch of exorbitant landlords.

Committee Selected

The outgrowth of the meeting was the selection of a committee representing every department of the Los Angeles Railway. Following this step, the committee was asked to meet Friday and put in definite form the suggestions received with a view to drawing up the form which will be furnished all employes desiring to take advantage of any phase of the railway's offer.

The committee is composed of the following men: Conductor R. W. Brigham, Division 1; Motorman W. F. Vellage, Division 2; Motorman J. W. Reynolds, Division 3; Conductor Joe Federbusch, Division 4; Motorman W. T. Miller, Division 5; J. E. May, sub stations; G. N. Redd, mechanical and electrical repairs; Roy Davis, line department; and H. A. Gaskell, office department.

Executive Committee

Mr. Kuhrts announced that in addition to the employees' committee there will be a committee of office executives composed of E. L. Lewis, assistant to the general manager; C. A. Henderson, comptroller; George Baker Anderson, manager of service; F. Van Vranken, general superintendent, and R. O. Crowe of the auditing department. This committee will act with Mr. Kuhrts on the executive plans and methods of financing the operations.

Emphasis was placed on the fact that the plan will enable employes to start home building without having to make an initial deposit as is required by most building firms and

(Continued on Page 3, Cols. 2-3)

Editorial Comment

Building and Thinking

WHAT do you see in the home building plan? Yes, it is a mighty fine idea. It will help greatly and will be appreciated. But aside from that there is a significance that you may have overlooked. After the executives of the Los Angeles Railway had mapped out the general policy, what was the move to round out the details essential to make the plan workable and of the greatest benefit? The employes themselves were called into conference.

It was to get the thoughts of men who expect to utilize the home building plan and it indicates the policy of this railway. Office executives can map out certain procedure and rules and authority and rules are necessary. Otherwise we might let the passengers run the cars and trust to them dropping nickels in the fare box.

The office executive cannot do your thinking for you. Part of your job is thinking how you can do your work a little better and perhaps a little easier. In thinking you need not set your own job as the limit. If you can think of something that you believe would improve all or any part of the Los Angeles Railway, let us have it. Your division superintendent, the manager of service and the heads of all departments are eager to hear good suggestions.

Every day at the ball game you hear at least one fan yell to the pitcher, "Make the old dome work, boy." It can be said in one word because it is applicable to ball games, the street railway business and everything else in life.

THINK!

Look Over The Library

YOU will not find a "No Smoking" sign in the Los Angeles Railway library, room 767 of the Pacific Electric Building. An increasing number of employes of all departments of the Los Angeles Railway are getting the habit of dropping in at the library when they have any time off during the day. They look over the current magazines.

And it isn't "dry stuff." In fact, there isn't much that could come under that class because the books and magazines dealing with technical subjects of electricity or engineering are arranged so that a man without any detailed knowledge of these subjects can read and understand them.

In addition to trade magazines, there are others with good fiction stories and illustrations. Drop in and look it over. Burt Rees, the librarian, will be only too glad to help you find something interesting to your particular tastes.

SAFETIES STOP INJURIES

(Continued from Page 1, Col. 1)

Trainmen recognize that the word accident does not always have the same significance to a street car man as it does to the general public. Thirty-nine accidents a month with safety cars might sound big to anyone not connected with street car service but trainmen know that many minor incidents that a passenger might pass by or not notice come under the classification as accidents.

Autos Hit Cars

The 39 includes many cases of automobiles hitting the cars. Drivers who

have not learned the quick braking ability have run into the read end of the car or side-swiped it on a curve, not knowing of the quick pick-up which enables it to prevent traffic delay.

Altogether the safety cars are a decided success in giving better service, less injuries, less traffic delay and it is proving popular with the operators. The operators have the job to themselves and an excellent chance to show their worth. It is noticeable that the majority are making good use of the opportunity.

Car Lights Turned Off to Prevent Fire in Hay Pile!

SAFETY?
Yes sir. We'll tell the world and anyone else who wants to listen. You can't beat the old timers for lively ideas, and this comes from two of Division 1's best bets. Conductor Stanley has been in service since 1903 and his motorman, George Feller, started at 5:30 A.M., 1891.

The Editor.
Two Bells:

Since Conductor J. H. Stanley received his appointment on the safety committee he has been working overtime and then some on the duties of his office.

The other day when on his early morning run the car passed a place where a load of hay had tipped over during the night, he promptly turned off the electric lights to guard against the hay taking fire.

Geo. Feller.
(His Motorman)

Ex-Conductor has A Good Word for Los Angeles Ry.

A letter has been received by the editor of Two Bells from W. H. Saultz, who was a conductor from 1904 to 1912, according to office records, and is now in the furniture business at Centralia, Washington. He says he received a few copies of Two Bells from Conductor A. C. Stover of Division 3 and wishes to be remembered to all his old friends. He speaks highly of the railway and it is nice to hear such a comment from one who has been in the service. Part of his letter follows:

I just wondered if a few lines from one of your old ex-conductors would find their way to its columns.

I went to work there just before the Huntington Building was finished. The hiring was done at that time at Division No. 1.

After working at No. 1 for a few months, I transferred to Division No. 2, and from there to Division No. 3.

Prior to this time, I had spent two years in the same line in Philadelphia, Pa.

I am now in the furniture business, having just completed a \$25,000 brick building for my new store. So I do not think it will ever be my pleasure to grab any more nickels for the L. A. Ry. Co. Though, so far as I know, I left the service in good standing. But I just wish to take this method of saying to those who remember me, that you must hand it to the L. A. Ry. Co. for the manner in which they treat their men. The officials are always ready to listen to the story of their men, and give them a square deal. At least, this is the way I found it during the eight years I was in their employ. The L. A. Ry. Co. will consider both sides of the story and pass on things that some Eastern companies would not have even given you a hearing on.

Shall be glad to hear from any of the boys.

Yours very respectfully,

W. H. SAULTZ,
120 S. Tower Ave., Centralia, Wash.

FUNERAL FLOWER FUND

LITTLE AHEAD OF TIME

When Conductor Harry Kraft of Division Three was struck by a Japanese auto truck driver as he left the car to flag at the steam line crossing, the boys of the McNaughton clan were sorrowful and sympathetic. They watched for reports of his condition eagerly and from somewhere it was reported that the accident had proved fatal.

Desiring to express condolence to his relatives and show their respect for his memory, a fund was collected to buy flowers. The money was ready for the florist who would make the funeral wreath when an authentic report arrived that Conductor Kraft is rapidly recovering and hopes to be back on the job soon.

Now there is a perfectly good fund for funeral flowers, but the boys are willing to let it rest rather than have occasion to use it.

NEW TROLLEY WIRE STOPS BREAKS

With the installation of approximately 300,000 pounds of new wire recently, trolley breaks have dropped 50 per cent. Bad spots where the wire was worn so thin that the blow of a jumping trolley pole would cut through have been eliminated to a great extent, but this work is almost a continual round.

The job of putting the overhead in good condition has shown clearly the necessity of motormen obeying the order to stop immediately when a trolley wheel leaves the wire. If the car continues with the trolley off, pounding the frogs and span wires as it goes, the whole overhead is weakened and creates a danger spot to trainmen and passengers.

The importance of trainmen reporting defective trolley poles or wheels is another point that has been demonstrated. Naturally there is a human limit to the amount of work that a given number of mechanics can do in keeping cars fit for the best service, but trainmen are the ones most familiar with the cars and should report any defects. This is true not only of the pull-in trips but when trouble develops along the line.

LET'S STOP THE NEEDLESS NOISE

By F. VAN VRANKEN,
General Superintendent

It would no doubt surprise motormen and conductors could they read the number of complaints concerning loud talking or laughing or the unnecessary slamming of the seats when turning them. These complaints seldom have anything to say about this bad feature of the operation during the hours when people are out of bed, but do refer in nearly every instance to a time between 9 o'clock P. M. and 7 o'clock A. M.

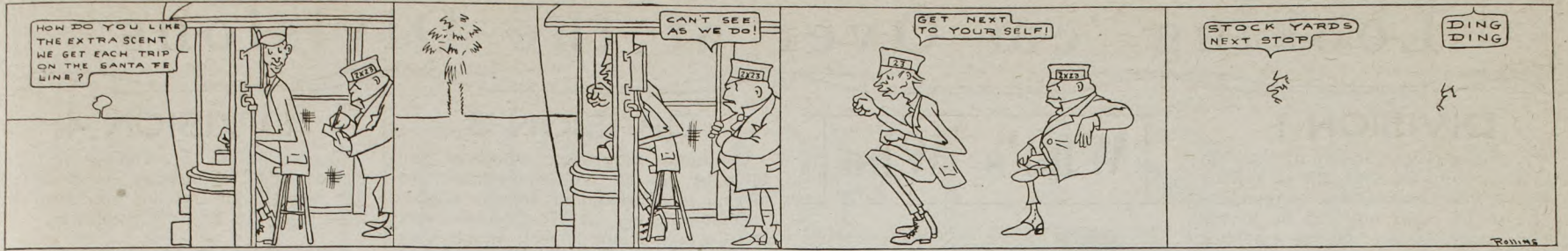
Now, we do not believe that any trainman would make unnecessary noise and cause discomfort to any sick people or people who are asleep, but we do know from experience that the boys frequently forget, so to speak, that they are on duty when the other fellow is off duty and asleep. We should be thoughtful in matters of this kind, for it is really important, and I feel assured that if each reader of this suggestion will be careful and thoughtful, it will greatly reduce the number of complaints coming in.

So, see what you can do along this line, boys, and be just as careful as you possibly can, and it will not fail to be appreciated by the officers of our company and the people who live adjacent to our lines. These people are our patrons, and we should take good care of them, and be just as careful and considerate of their welfare and comfort as any wise business man would be of any good customer he has.

The careless man is not only a menace to himself and his associates, but to all society, for he is just as irresponsible in everything he does as he is on the job. Beware of him.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

The writer of this letter was so pleased with the service given by Motorman J. E. Weaver of Division 3 that he had three others endorse this nice bouquet. Motorman Weaver has been in service nearly nine years.

Los Angeles Railway.
Gentlemen:

Referring to yours of 7/20/20-1025-W-57-3 I observed another motorman and conductor on Brooklyn Ave. line last spring who were obliging, courteous and always willing to wait for the S. P. shop men to catch their car. I do not know their names. I saw the motorman at 7th and Main Sts. Monday last. His number is 43. They were both O.K. and the motorman is all wool and a yard wide. My time quitting work during the past three or four months is such that I do not now ride on their car, but I am sure they are attending to the company's business and are as courteous as ever. May the company's employees all soon become equally efficient is my wish.

Yours truly,

J. A. WALLACE, 3524 Eagle St.

We cheerfully endorse the above.

F. J. EASTER, 2724 Cincinnati St.

J. W. EASTER, 2724 Cincinnati St.

C. E. SLYE, 2724 Cincinnati St.

□ □ □

Call for Motorman E. T. Angus, Division 1.

Los Angeles Railway.
Gentlemen:

Believing there is more in the prevention of accidents than in trying to fix responsibility after they happen, I submit the following:

I was riding in front open section of car 739 eastbound on First St. at 9:32 p. m. September 4, 1920. Car had stopped at Main Street and motorman sounded gong two times distinctly and proceeded. He had only moved his car about 10 feet when the motorman of an Alhambra train, three cars, car numbers 584, 2, 593, quickly tapped his gong twice and started to "cut out" the East First car by taking curve ahead of it. The motorman of L. A. Ry. car 739, whose cap bore No. 473, averted what might have been a serious accident by very quickly stopping his car, although he had a right to proceed.

The motorman in charge of the P. E. train did not seem to care if he hit the L. A. Ry. car or not, relying entirely on his bluff stopping the other car.

Yours respectfully,

F. L. GIBSON,

217 Richard St.

□ □ □

He moves them up in the car. He is courteous. He checks up the autos that pass a car as passengers are about to alight. He keeps the car well ventilated. He is Conductor Joseph Federbusch of Division 4.

Los Angeles Railway.
Gentlemen:

I am glad to put in a boost—I have done so before among other correspondence—for Conductor No. 2274 of the West Adams Line. I got on at Vermont and 24th. A number of L. A. High pupils had preceded and as usual they plant themselves right there and block up things. The conductor, just as I handed my transfer, asked them to move forward, adding in positive tones, "Can't you see you are blocking the way for others?"

I said in a whisper, "That's right, give it to them. I'll give you a boost for that."

"Thanks," he said. I observed his car was perfectly ventilated and as we got along beyond Normandie, I heard calls of "Hear, hear, hear." I looked back. I was inside near the front and saw how a young man in an auto wanted to pass his stopping car. I got off at La Salle and the young chap was called down again at this stop as I got off at the front end.

Very truly yours,

F. W. KIMBEL.

OVERHEAD ZONE SIGNS TO SHOW ROAD SPACING

THE exact dividing lines between Zones 1 and 2 is indicated by the octagonal signs suspended over the tracks. The zones are to regulate road spacing, as was explained recently in Two Bells and for which trainmen will be held responsible.

For the information of all trainmen, a list of the zone signs locations is given herewith:

- Main Street, south of the Plaza.
- First Street and Central Avenue.
- Second Street and west of Central Avenue.
- Third Street and west of Central Avenue.

Fifth Street and West of Central Avenue.

- Seventh Street and west of Central
- San Pedro Street north of Twelfth.
- Maple Avenue north of Twelfth.
- Twelfth Street east of Main.
- Main Street north of Pico.
- Broadway north of Pico.
- Hill Street north of Pico.
- Grand Avenue north of Pico.
- Flower Street north of Pico.
- Eleventh Street east of Figueroa.
- Ninth Street east of Figueroa.
- Seventh Street east of Figueroa.
- Sixth Street east of Figueroa.
- Flower Street north of Sixth.
- Second Street west of Hill.
- Temple Street west of Broadway.

EMPLOYEES COMMITTEE ON HOUSING SELECTED

(Continued from Page 1, Col. 4)

prevents many men from establishing their own home.

Urgent Cases First

That the most urgent cases come in for first consideration was generally agreed upon and plans were made to investigate each application so that money will not be tied up by an employe who merely wishes to speculate and not establish a home. Consulting friend wire, was recommended to the committee.

Exact figures on the cost of the houses of various types are promised for early this week. This will include a description of the interior finishings, which is a matter of great interest. The plans will not be limited to the three shown in Two Bells last week. They were intended to give a general idea of the houses contemplated.

New Plan Offered

As previously stated the home building plans provide for employes buying homes the company builds, renting homes the company builds and having the company finance the purchase of a home selected by an employe.

To this was added the suggestion that the railway give employes the

benefit of its purchasing power through the purchase of large quantities of building materials and supplies. This would enable an employe to build a house on his own lot for less than he would have to pay an outside contractor and then he could pay the company when he was in a position to do so.

Thirty at Meeting

Thirty men attended the initial conference. The list is as follows:

George E. Ferguson, dispatcher's office; O. T. Elrod, student instructor; W. T. Brown, mechanical; Geo. N. Redd, mechanical; F. A. Maloney, electrical construction; John Hume, electrical department; Roy Davis, line; W. V. Vandell, telephone; P. T. Klingensmith, substations; Edward Hoppe, substations; J. Hagerman, maintenance of way; Austin Kleetwood, maintenance of way; W. A. Sweainger, maintenance of way; James E. May, substations.

C. A. Henderson, comptroller; R. B. Hill, superintendent of operations; E. L. Olney, manager of service office; H. E. Gaskell, auditor's office.

Conductor Frank Nye, Div. 1; Conductor R. W. Brigham, Div. 1; Motorman W. F. Vellage, Div. 2; Motorman D. L. Patterson, Div. 2; Conductor W. T. Russel, Div. 3; Motorman J. W. Reynolds, Div. 3; Conductor Joe Federbusch, Div. 4; Motorman Ezra Day, Div. 4; Motorman J. M. Anderson, Div. 5; Motorman W. T. Miller, Div. 5; Supervisor W. R. Pierce.

ANNOUNCE WINNERS OCT. 4

Winners of the Funny Story Contest conducted by Two Bells will be announced in the issue of October 4, two weeks from today, and prizes of money will be awarded for the best stories. A considerable time to judge the stories will be required as a large number have been received.

Your life is about the most important life that has ever been lived, so far as you are concerned. Practice safety. It protects lives.

ARTLESS AD

Green colored girl wishes position, general housework.—New York World.

On The Back End

(Contributed)

Motorman D. R. Babcock of Division 5 came into the office of Two Bells and started to write "a piece for the paper" like this: "Conductor C. R. Zoll was married at Santa Ana, September 7, to Miss Margaret—"

"What's her regular name, Zoll?" Conductor Zoll then assured the editor and Babcock that it was all a mistake.

Babcock continued to write: "Now Zoll has his auto for sale as he says he needs the money and—"

Zoll: "Aw, don't you believe a word of it."

Babcock: "All right, we get the cigars anyway."

So what's the editor to do? You can guess yourself. * * *

Conductor Hagest of Division 1 works the Indiana jigger. He forgot his pass and forgot to punch himself a transfer. Then he had to pay his own fare and forgot to ask for a transfer and had to pay his fare home from the division. * * *

Editor, Two Bells.

Will you kindly through your columns inform those champion pinochle players of Divisions 2 and 5, when they have determined the winner, some of us ordinary players of Division 1 will be willing to take an evening or two off to show the winners how the old game really should be played.

H. H. LEE, Div. 1.

* * *

Conductor E. Lloyd of the San Pedro line reported the other morning for his run at 1:30 A.M., although it didn't go out till 5 A.M. Of course, you would have to make allowances for him as he is a new man, having been with the Los Angeles Railway only 28 years. He should be given at least 10 credits for punctuality.

* * *

Conductor H. J. Osborne is making active plans at Division 5 for the organization of a band. All those who would like to become members are urged to see him. As a leader Mr. Osborne has had several years' experience and what is needed now is action and plenty of it. Speak up if you are interested.

* * *

Conductor Jarvis Phillips of Division 3 has written from San Francisco, where he is vacationing, telling the boys that after looking over foreign lands he thinks Los Angeles and the street car system better than ever and advises them to stay where they are.

* * *

Motorman Fred Hetze has a new brand of alibi for missing out. According to reports, his alarm clock is to blame. It has no bell.

The one big union that will run this country is the union of over one hundred million American citizens. No mad bull ever butted a locomotive off its own track yet.—Thomas Meighan, film star.

The bulldog is a fighter because he hangs on.

The only way to win in any line is to work hard for a hold, and when you get it—hang on!

Looking 'em Over at the Divisions

DIVISION 1

Up until a recent holdup of the Pico and East First St. Owl, the conductor suffered with rheumatism. Apparently he is all right now, as he moves around much faster. Maybe a holdup is a cure for rheumatism.

Conductor H. O. Funk wants to know if Flour (Flower) Street was built with Sperry products.

Conductor R. W. Howell is stuck with this question: A lady passenger on his car the other day tripped on the floor mats and broke off one of her high heels. In turn, she madly said to R. W.: "Why don't you keep these darn screens off the floor, I'll be breaking my neck some day?"

Motorman Hamon is back on his run. George for a few weeks was supervisor in Westlake district, at the park most of the time.

When Motorman Buck has anything wrong with his car and has to have a change off, it's when Dan gets one that he has to carry a headlight. Don't you like to change your headlight, Dan?

Night Foreman L. C. Morton is back on the job after 12 days' vacation. L. C. says he had a good rest.

Motorman L. Burnett is seriously thinking over the matter as to which house he will buy of those shown in last week's issue of Two Bells.

DIVISION 2

The smokes are on Conductor Glen Musselwhite. Mother and son are doing nicely. Glen, may all your troubles be little ones.

We have a Home Brew and Hot Dog quartet at Division 2. Anyone wishing to hear some good singing call around.

Conductor O. E. Wilson should bring around the smokes. He has one more in his family. Glad to hear it.

B. F. Lowe, conductor on Grand and Moneta line, took a day or two off to rest up. When he came back to work, the smokes were passed around. Here's wishing you happiness and success, from the boys of Division 2.

I have a motorman.
His name is Swaim.
For getting credits
He is right in the game.

One hundred credits
In August he won,
And yet he assures us
That it's easily done.

If in the fight
You can go with a might
And always be sure to do
Just exactly what's right.

"DEACON" D. D. BACON.

Motorman G. W. Gunner has a few thoughts of his own about vacations. After his wife died, Mr. Gunner and his daughter went to Catalina for a few quiet days. While there the trainman inherited a beautiful sunburn. Had it mistaken for rheumatism and was offered a pair of crutches and cure-all pills. When he returned home he found a monkey bandit had gone through his house and taken everything but the wall paper. "I'll take my next vacation in Watts or under the trees at Lincoln Park," said the motorman.

"Is the power off?"

"No; just Conductor 1312 telling a lady passenger she cannot ride 25 miles and return on a transfer."

Who's Who



BEHIND the counter at Division Three you can find almost any day Assistant Foreman H. A. Russel. He has been with the Los Angeles Railway 13 years now, having started as a trainman, so he is pretty well known.

The fact that Mr. H. A. Russel considered the street car game good enough to stay as long as he has, is probably to a large extent responsible for Two Bells printing the picture shown above, as it introduces to you Conductor W. T. Russel. Conductor Russel is a son of Assistant Foreman Russel and his service with the Los Angeles Railway dates from 1916.

However, not all the time since 1916 has been spent on a street car for Conductor Russel was Sergeant Russel of Battery C, Second Anti-Aircraft Battalion, during the war. He was overseas for quite an extended period and saw action in the St. Mihiel sector, Argonne-Meuse and Verdun.

Returning to Los Angeles he started street car work again with his old seniority. He takes a lively interest in the activities of the railway and was one of the division's representatives at the first employees' conference on housing plans.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending Sept. 11:

DIVISION 1

Motorman: C. V. Fries.
Conductors: O. E. Savacool, J. B. Riddle.

DIVISION 2

Motormen: B. Griffie, D. W. Stagg, W. B. Hollenbeck.
Conductors: K. B. Irvin, A. M. Houston, J. A. Mason, A. S. Lindsey.

DIVISION 3

Motormen: J. W. Spalding, C. T. Simpson, E. M. Frazer, S. Dickson.
Conductors: J. C. McKasson, R. G. Crowder, J. E. Burke, F. L. Hickey, L. De Albert.

DIVISION 4

Motorman: D. R. Akin.

DIVISION 5

Motormen: R. C. Hall, V. C. Demania, H. M. Bush, J. A. Limes, G. W. Halsey, T. M. Schrader.
Conductors: N. T. Norris, R. D. Vosseler, H. F. Mahler, E. L. Lenney.

J. B. HAYNER ON VACATION

J. B. Hayner, employment agent of the Los Angeles Railway, is on vacation. Johnny Collins of the instruction department is pinch hitting in his place.

DIVISION 3

Conductor Gasparro, who was run down by one of the Bristol taxi cabs several months ago as he was alighting from a car at North Broadway and Cottage Home Street, on his way home, was awarded a verdict of \$2500 in the Superior Court against the taxi company. They are also to pay him for all loss of time and hospital bills. Gasparro was pretty badly mugged up at the time, but 2500 bucks will cover a multitude of bumps.

Superintendent McNaughton has returned from his vacation looking sunburned and healthy. He reports having had a swell time and gained five pounds and has settled down for another twelve months' rest.

The Birney cars going into operation has put quite a number of the old boys on the list of daily mark up. Some of them are looking forward to a shakeup, that they may become settled again.

The roar of big Bertha in France had nothing on the roar that Kingsbury set up the other morning when he found that he could not officiate as flagman with the run he was marked up to; but, as Bertha, it was all roar.

Operator Frank Mead said that Instructor Harding told him that he was pretty slow at breaking in, but after he would have absorbed it he would make a swell operator, but since the incident at Second and Spring, Frank says he has his doubts.

We are pleased to report that the father of Motorman Chas. Aldridge, who has been very ill for some time, has recovered and has returned to the old home in the East, accompanied by his son, who came for the purpose of taking the old gentleman home.

One of our old-time conductors, L. Feshenfeld, of Division 5, has his application for a transfer to this division posted. Although we hate to lose any of our men, we will welcome Louis back to the fold.

Motorman Chas. Zimmerman, who has been on an extended sick layoff, has returned looking fine and will resume duty in a few days.

DIVISION 5

Conductor E. L. McClain has returned from a three months' vacation, looking fit and fine as a fiddle.

Motorman W. R. Burnett has resigned to take up other duties.

Motorman N. W. Frazier has sent in his resignation from Denver, Colorado, stating he intends to make Denver his home in the future.

Conductor J. T. Dessert is taking a 30-day layoff. His intentions are to visit St. Louis, Missouri, and other points in the East.

Conductor E. C. Tyler has received a letter from Mrs. L. A. Platt of 1125 West 52nd Street thanking him for his courtesy in lending her five cents for car fare when she boarded a car and found she had left her money behind. The letter reads:

"I am returning the five cents you were kind enough to loan me yesterday. It certainly is a pleasure to meet such courtesy in the present rather heedless rush of living.

"Please accept my sincere thanks and gratitude."

DIVISION 4

Conductor W. H. Decker left for Frisco last Wednesday on a thirty-day leave. He intends to spend his time solely in rest and pleasure.

"The L. A. Railway is off on a thirty-day leave!" Sounds impossible, doesn't it, fellows? Well, it's only paper talk. In looking through the "off on leave" file, the editor ran across one of the applications filled out completely, but at the bottom it was signed "L. A. Railway, Cap No. 2168." On investigation we find that the mysterious applicant was Conductor B. E. Murchison, who is now enjoying a thirty-day vacation.

A word from our Mechanical Department. From the jungles of South Park comes the song of a pair of would-be pinochle players at Division 2.

In answer to this plaintive wail, Joe Turnbull, the "Pride of Arkansas," who keeps the journals running smoothly, and Woods, the "Boy Wonder," who cleans the air valves, wish to announce that they would like to meet the pair from Division 2, any time, any place, any number of games.

Conductor G. T. Lashbrook has taken a thirty-day leave to go back East.

For the benefit of the extra men who are given early morning runs on the West Eleventh line, we would like to introduce to them the stout supervisor whom they will find up at L. A. High. His name is "Flannery," boys, and he is just as Irish as his name, but believe me, he's a gentleman. He has a moustache and his number is "2." You will identify him very quickly by his "John L. Sullivan" build. Be sure to treat him right, fellows. He is one of the finest supervisors on the road.

Conductor C. B. Blakeman has left for Norwalk, Ohio, on a thirty-day leave to pay a visit to the "old folks at home."

Motorman J. L. Cates is quite conspicuous of late, having attached the "Inspector" plate to his cap and then being stationed out in Supervisor Flannery's district most of the time for the past week or so. We know Cates is going to make a fine inspector. He was cut out for the job. His pleasant smile and extremely courteous manner is pushing him up the ladder of success. Let's do all we can to help him out, fellows. He is everybody's friend.

Motorman Joseph G. Sukomski decided he would like to try police work, so he was granted a five months' leave of absence to give it a fair trial.

Now we'll ask Motorman G. S. Courtright and Conductor L. K. White, both of Division 5, to make a nice bow for the lady to acknowledge this compliment. Good stuff, fellows!

Los Angeles Railway.

Gentlemen:

I am employed at the California theater, and each night board a Dalton Ave. car at 8th and Main, about 11:07.

For some time I have been fortunate in being a passenger on the car with Conductor No. 806 and Motorman No. 2357, and have been impressed greatly with their courteous treatment to myself and all other patrons of the company.

They are always pleasant and obliging and passengers are accorded different treatment than that given them on some of the other cars.

I trust a word of commendation will be given these boys.

Very truly yours,

MRS. M. SHERMAN,
1220 W. 41st St.